



Highways Committee
20 March 2014

**Report from the Head of
Transportation**

For decision

Wards Affected:
Kensal Green

**Petition for the development of a Traffic Management Policy /
Strategy for Chamberlayne Road**

1.0 Summary

- 1.1 This report informs the Committee of a petition received in October 2013 from Kensal Rise Residents Association requesting a robust traffic management policy / strategy for Chamberlayne Road.
- 1.2 A report to Highways Committee of 7 February 2013 advised members of a petition received from Kensal Rise Residents Association (KRRRA) previously requesting a 20mph speed restriction on Chamberlayne Road, and of plans to implement safety measures costing £130,000 under the 2013/14 Local Implementation Plan (see background papers).
- 1.3 Officers in Transportation have worked with members of KRRRA to develop the Chamberlayne Road 20MPH Zone scheme; this comprises a series of measures to improve safety along Chamberlayne Road between the junctions with Okehampton Road and Harvist Road and in Station Terrace. Implementation of the scheme commenced in January 2014. A post scheme review will be carried out within 12 months of completion to measure effectiveness.
- 1.4 There is an existing 7.5 tonne weight restriction in the area (Chamberlayne Road north of Bannister Road) whereby the Council can take enforcement action against heavy goods vehicles exceeding this weight limit without a legitimate reason to be within the restricted area e.g. to load or unload. Enforcement action takes place in the area to help deter heavy goods vehicles from illegally using the route. However, it is expected that many HGV's will need to travel through this area to carry out their business, for example, to make deliveries to local shops and householders.

- 1.5 There is no funding or plans to develop a specific Traffic Management Policy or Strategy for Chamberlayne Road.

2.0 Recommendations

- 2.1 That Committee notes the contents of the petition.
- 2.2 That the Committee notes that the Council have invested £130,000 to design and implement the Chamberlayne Road 20MPH Zone scheme in 2013/14. This scheme will reduce accidents and improve conditions for vulnerable road users.
- 2.3 That the petitioner's request to prepare a specific traffic management policy for Chamberlayne Road is not taken forward at this time.
- 2.4 That the Committee notes that periodic enforcement of the 7.5 tonne weight restrictions that apply to Chamberlayne Road will be undertaken.

3.0 The petition

- 3.1 The petition, received from Kensal Rise Resident Association requests that the Council develops a robust traffic management policy for Chamberlayne Road.
- 3.2 It asks the Council to address the following issues;
- Volume of traffic
 - Road accidents
 - Unnecessary obstructions e.g. traffic islands
 - Safety of road users – cyclists and pedestrians
 - The distribution of traffic across the local area.
- 3.2 The petition has been verified to be in accordance with Standing Orders. The full wording of the petition is found in Appendix A – Petition from KRRRA. The petition has 235 valid signatures.

4.0 Existing Situation

- 4.1 Chamberlayne Road is a two-way single carriageway road located between the A4003 Willesden Lane (to its north) and A404 Harrow Road (to its south). Chamberlayne Road is fronted by a mixture of retail, cafeterias and residential properties and forms part of a bus route link to Kensal Rise Station. The road is currently subject to a 30mph speed limit.
- 4.2 Kensal Rise Overground Station can be accessed from both Chamberlayne Road and Station Terrace. Services from this station provide connectivity to Stratford and Clapham Junction and to Richmond.

5.0 Detail

Volume of Traffic in area

- 5.1 Chamberlayne Road is an important borough link road and is one of London's non-principal classified B roads. Therefore high volumes of traffic during peak times are to be expected.
- 5.2 Whilst the Council acknowledges the fact that this is a busy road in a busy part of London, we do not accept that the area suffers from congestion that is significantly worse than other similar roads in the borough and should have its own Traffic Management Policy / Strategy. However, any future development in the area would be subject to a Transport Assessment to determine the impact on the local area and any mitigation measures before approval as part of Planning Committee considerations.
- 5.3 There is an existing 7.5 tonne weight restriction in the area (Chamberlayne Road north of Bannister Road) so the Council can take enforcement action against heavy goods vehicles exceeding this weight limit without a legitimate reason to be within the restricted area e.g. to load or unload.
- 5.4 The Council's Parking Enforcement team have been carrying out enforcement of the weight restricted zone (see Appendix C – Area of 7.5t Weight Restriction Zone). CCTV camera equipped vehicles are used for enforcement and penalty charge notices issued to vehicles that are observed to travel through the restricted area if they cannot demonstrate a legitimate purpose.
- 5.5 Parking enforcement has been asked to include Chamberlayne Road in their regular enforcement plan for heavy goods vehicles. However, it should be noted that it is expected that many HGV's will need to access this area in order to carry out their business; for example, to make deliveries to local shops and houses. In addition, enforcement needs to be carried out in different streets within the zone over a period of approximately six months to be effective.
- 5.6 KRRRA has been in regular contact with Transport for London (TfL) regarding the number of buses using Chamberlayne Road. TfL provide bus services to meet the needs of Londoners across the capital and base their routes on demand modelling and logistics.
- 5.7 The Council have raised the concerns of KRRRA about the number of buses using Chamberlayne road and TfL has considered and rejected the potential for an alternative route for the 302. TfL make the final decision on any changes.

Road Accident reduction and safety improvements

- 5.8 Officers in Transportation identify roads and locations in Brent with the highest number of road traffic collisions and look at introducing road safety measures to help reduce the number of accidents

- 5.9 By adopting this approach Brent has become one of the country's best performing Local Authorities in reducing the number of people killed or seriously injured (KSI). When comparing the 1994-98 average to the 2006-10 average, Brent has reduced the number of KSI casualties by 60%.
- 5.10 Chamberlayne road was prioritised because over the last three years there have been thirty two accidents with thirty seven casualties reported along this section of Chamberlayne Road. Of these, four were serious injuries, thirty two slight injuries and one fatality. Six of these collisions involved pedestrians, seven involved pedal cyclists, thirteen powered two wheelers (motorcycles and mopeds), and eleven were driver/passengers traveling by car.
- 5.11 Officers are currently implementing a £130,000 scheme that was approved by the Highways Committee in February 2013 as part of this year's LIP submission. This scheme was developed in consultation with KRRRA. It will comprise a series of measures to improve safety along Chamberlayne Road between the junctions with Okehampton Road and Harvist Road, and in Station terrace. These improvement measures will help improve road safety for all road users. Details of the scheme are provided in Appendix B – Chamberlayne Road 20MPH Zone Scheme Plan.
- 5.12 The petitioners refer to unnecessary obstructions e.g. traffic islands. There are several pedestrian refuge islands situated north of the junction with Hardinge Road. These serve a purpose in providing a safe location for pedestrians to cross the road and help to reduce traffic speeds. They are located outside of the area of proposed improvements and there are no plans to remove them.

6.0 Financial Implications

- 7.1 Funding for the Chamberlayne Road 20MPH Zone scheme has been made available during 2013/14 through the annual Local Implementation Plan (LIP) settlement from TfL and S106 Developer contributions.

7.0 Legal Implications

There are no legal implications arising from this report and its recommendations at this time.

8.0 Equalities implications

There are no other equalities implications associated with this report. The Chamberlayne Road scheme was subject to an Equalities Assessment.

Background Papers

Highways Committee Report 13th February 2013 - Chamberlayne Road Petition for 20mph Speed Limit

Contact Officers

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Appendix A – Petition from KRRRA

Chamberlayne Road Traffic Management Petition, June 2013

KENSAL RISE RESIDENTS ASSOCIATION (KRRRA)

NW10

Dear Residents,

For many years now, the volume of traffic - trucks, skip lorries, long articulated trucks on Chamberlayne Road has been rising significantly over the past 5 years. This is preventing the free flow of traffic in the area and poses a danger to residents, cyclists, school children and the elderly. The volume of traffic has already exceeded capacity of the road and this trend seems set to grow.

Kensal Rise is well served by public transport, with 7 bus routes, the London Overground and the London Underground Bakerloo line. Chamberlayne Road is used as a thoroughfare by commercial vehicles and commuters traversing from Outer London to Central London.

Survey of Traffic on Chamberlayne Road, November 2012

PERIOD	NUMBER OF VEHICLES
TOTAL VEHICLES PER WEEK ON CHAMBERLAYNE ROAD	99,776
TOTAL VEHICLES PER MONTH ON CHAMBERLAYNE ROAD	399,104
TOTAL VEHICLES PER YEAR ON CHAMBERLAYNE ROAD	5,188,352

Source: Brent Council (Average numbers)

Whilst Brent Council may say that its accident record has decreased, sadly this is not so for Chamberlayne Road. In the **last three years** there have been **32 accidents** on 1-mile stretch of road including fatalities. Chamberlayne Road accounts for nearly 2% of accidents in the borough of Brent.

The issues on Chamberlayne Road we want Brent council to address are:

- Volume of traffic
- Road accidents
- Unnecessary obstructions e.g. traffic islands
- Safety of road users – cyclists and pedestrians
- The distribution of traffic across the local area

Whilst the 20 MPH limit is a good start towards reducing traffic related accidents on Chamberlayne Road, it is only the first step towards reducing accidents rates or reducing impact of nuisance noise and congestion in the area. A speed survey on Chamberlayne Road undertaken by Brent Council in November 2012 reports

“Whilst the overwhelming majority of vehicles travel within the speed limit, vehicles speeds in excess of 50mph were recorded at various times within the survey period”

We believe that it is time that Brent Council developed a robust traffic management policy / strategy for Chamberlayne Road, and hope you will support this initiative by signing this petition, which will be presented to Councillor Muhammad Butt, Lead Councillor for Brent Council, and senior Highways and Transportation officials for action.

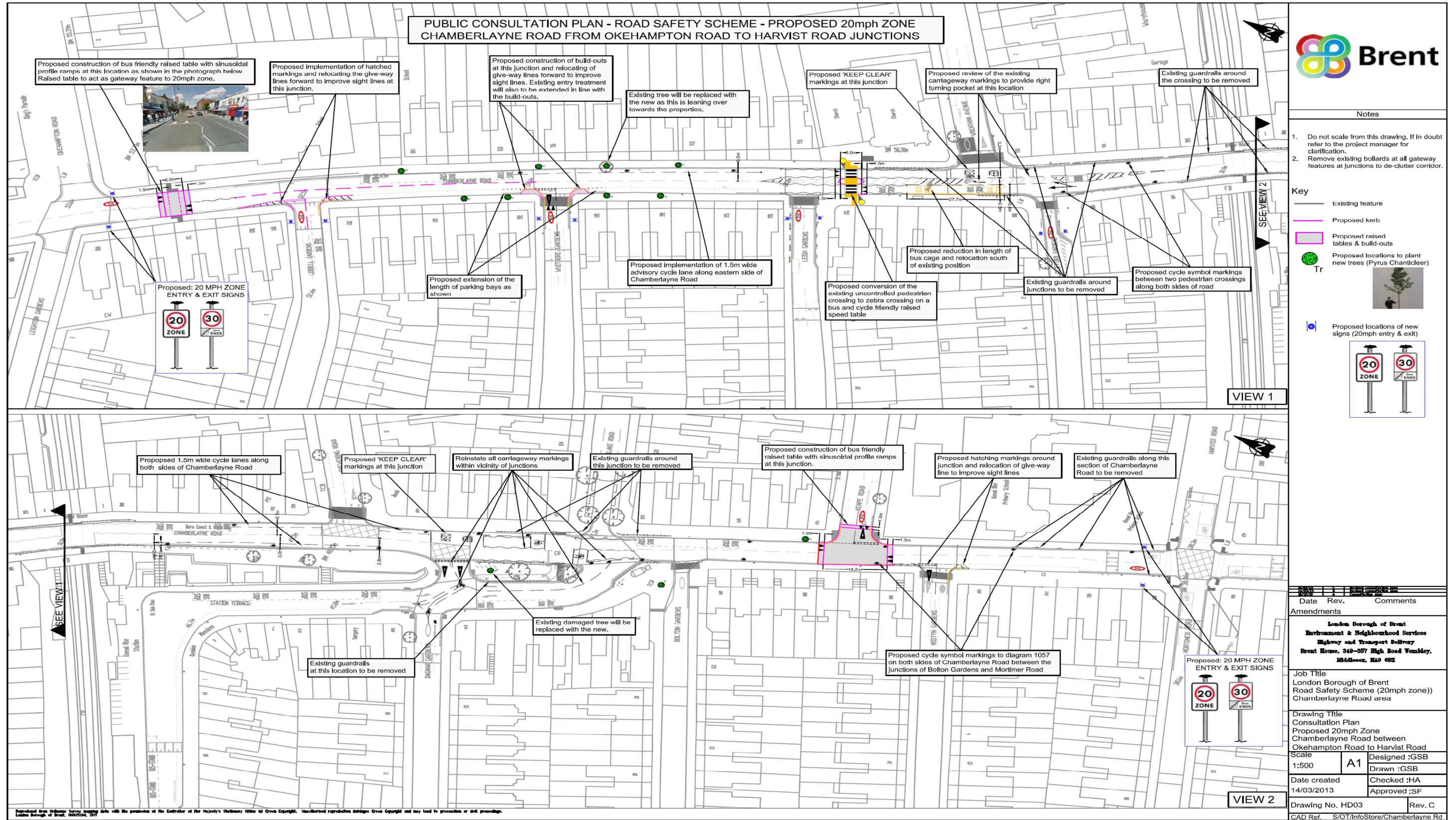
Many thanks!

Fiona Mulaisho, Chair – KRRRA

Rik Smith, Secretary – KRRRA

Paul Messiter MRICS, Planning and Environment Officer – KRRRA

Appendix B – Chamberlayne Road 20MPH Zone Scheme Plan



Appendix C – Area of 7.5t Weight Restriction Zone

